

Chapter Five

COORDINATING LOCAL PLANNING AND ZONING STANDARDS

INTRODUCTION

This Chapter examines the existing land use, existing zoning, and future land use for land in jurisdictions along the US-2/US-141/M-95 corridor. The land use and zoning are also compared on the border areas between jurisdictions to determine if planned and existing uses are compatible. The land use and transportation relationship is examined through analysis of the usual character of planned uses and how they relate to the preservation of the road function.

Description of Zoning Elements to Examine

This Chapter also examines specific elements from each of the zoning ordinances for jurisdictions along the US-2/US-141/M-95 corridor with relation to roadway function, including lot size, setbacks, sign regulation, landscaping, lighting, existing access management standards and other standards that affect the function and aesthetic of the US-2/US-141/M-95 corridor.

COMPARISON OF CURRENT LAND USE, ZONING, AND FUTURE LAND USE MAPS FOR JURISDICTIONS IN US-2/US-141/M-95 STUDY AREA

Three sets of maps were examined for the analysis in this chapter.

1. Current Land Use: Maps 5-1 through 5-6 depict existing land use along the corridor. The data from these maps was gathered and updated by staff at the Central Upper Peninsula Planning and Development Region (CUPPAD). Staff began with the 1978 land use/cover maps prepared from analysis of air photos taken in 1978 and retained as a part of the State of Michigan Resource Inventory System, (a computerized data bank). This data was then updated by CUPPAD based on air photo interpretation of photos taken in 2004. The resulting data was mapped by LIAA in the form presented on Maps 5-1 through 5-6. There are eight categories depicted on the maps: agriculture (light green); forested (dark green); commercial, service, institutional (light pink); industrial (purple); residential (yellow); other urban (cream); upland field (teal); and wetlands (brown).
2. Composite Zoning: Maps 5-7 through 5-12 depict existing zoning for each of the six jurisdictions along the corridor. In order to make the maps comparable, zoning districts have been simplified into six categories: Commercial (red), industrial (purple), residential (light yellow), rural residential (yellow), resource production such as agriculture, forestry or mining (green), and “other” which includes all other zoning districts (like institutional, or governmental) not covered elsewhere (light green).
3. Future Land Use: Only the Cities of Iron Mountain, Kingsford, and Norway have adopted Future Land Use Maps. They are presented as Maps 5-13, 5-14, and 5-15 respectively.

Planning Efforts Along the Corridor

The jurisdictions with the most recent adopted or updated Comprehensive Plans are the City of Iron Mountain (2005) and the City of Norway (2004), followed by City of Kingsford (2001), Dickinson County (1999), Breitung Township (1998), Waucedah Township (1995), and Norway Township (1993). Since statutory amendments in 2001 all plans older than five years should be reviewed and updated if necessary.

A Comprehensive Plan should include goals, objectives and policies, as well as a Future Land Use Map, which illustrates how the community vision will be carried out. It should show the location for each category of future land use twenty years into the future. The Future Land Use Map should guide rezoning changes and infrastructure decisions in the future. The Cities of Iron Mountain, Kingsford, and Norway have future land use maps in their plans. None of the three townships, nor the county, have future land use maps within their comprehensive plans.

Comparison of the Current Land Use Maps, Composite Zoning Map, and Future Land Use Maps

Current land use along the US-2/US-141/M-95 corridor is illustrated on Maps 5-1 through 5-6 and then compared to the Composite Zoning Maps, 5-7 through 5-12. Significant differences between the two are identified and discussed below by jurisdiction. These maps are then compared to the Future Land Use Maps, 5-13 through 5-15, for the three cities that have them. This comparison provides a context for the present planned relationship of land use to the highways examined in this study. Following are observations that result from comparing all of these maps.

Existing land use along the corridor is a complex mix of uses, with commercial, residential and industrial uses the predominant uses in the cities and forested or agricultural the predominant uses in the undeveloped areas and for most land in the townships. In contrast, a lot of the undeveloped land is zoned for commercial or residential uses and some industrial use. If all the undeveloped land is developed as zoned, there will be substantially more traffic on the corridor unless new parallel roads are also developed, and there will be considerably more crashes caused by turning movements at new driveways, unless there is a coordinated effort to manage access using uniform access management regulations.

City of Iron Mountain (Maps 5-1 & 5-2, 5-7 & 5-8, and 5-13)

- There are many segments along the corridor in Iron Mountain that are zoned commercial but are currently in residential use. These areas are either directly on the US-2/US-141/M-95 corridor or directly behind existing commercial zones. The Future Land Use Map identifies one area, US-2 west to M-95 (Carpenter Ave) down to H Street, to be infilled with commercial development and phase out intermingled residential areas. If all this land is converted to commercial use, there will eventually be much more traffic on US-2 and M-95 unless an efficient transit program is developed and widely used.
- The eastern portion of the corridor in Iron Mountain, on the south side of US-2/M-95 from Campbell Street east, is identified in the Future Land Use Plan for infill with commercial and light industrial. Current land use is a mixture of residential, vacant land, industrial, and commercial uses. The residential areas and a portion of the vacant land would need to be rezoned in order for this to happen.

- There is one large area (north of the Railroad and west of East Grand Boulevard) in Iron Mountain that is zoned for industrial use but is currently undeveloped. This area is adjacent to residential neighborhoods and commercial areas. It will need to be carefully developed to prevent incompatibility. Access from a new road on the abandoned railroad right-of-way would greatly reduce negative impacts on US-2/US-141/M-95.

City of Kingsford (Maps 5-2, 5-8, and 5-14)

- An area adjacent to the south side of Hamilton Avenue west of Carpenter Avenue is zoned for residential use but is lightly used for commercial. If this use is converted then it could increase traffic at the Hamilton Avenue and US-2/US-141/M-95 intersection.
- An area east of Carpenter Avenue, between East Boulevard and West Breitung Avenue, is zoned commercial but is currently undeveloped. Considerable new traffic could come from development of this area.
- A large area of undeveloped land on the east side of south M-95 is planned for residential development. If no new driveways are permitted (only subdivision streets) the carrying capacity and safety of the road will be preserved.
- The major difference between the Current Land Use Map and the Future Land Use Map is that the Future Land Use Map identifies approximately 130 acres of existing forested and upland field area (located along the Menominee River) to become a future growth area with both residential and commercial uses. This is west of the M-95 corridor and should not have a negative impact on the corridor.

City of Norway (Maps 5-4, 5-10, and 5-15)

- Much of the western portion of Norway is zoned commercial but is currently undeveloped and residential.
- There is an area zoned commercial, located on the southern side of the corridor, around the C Street intersection. This area is currently wetlands and contains some residential.
- East of the railroad there is an area of land that is zoned for commercial use but the current land use is largely undeveloped.
- There are no significant differences between the Current Land Use Map and the Future Land Use Map.

Breitung Township (Maps 5-1, 5-2, 5-3, 5-4, 5-7, 5-8, 5-9, and 5-10)

- Heading south on US-2/M-95, just before entering Iron Mountain, there is a large area of land on the east of the corridor that is zoned for commercial use but is currently forested or other urban uses.
- East of the US-2/US-141 intersection, there is a drastic difference between what the land is zoned for and what the current land use is. A majority of the land is zoned commercial, however, most of this land is currently forested with a few areas of upland fields, residential, and other urban uses. If all this land develops commercially, there will be considerably more traffic on US-2/US-141 and driveway access will need to be rigorously restricted or many new crashes could result.
- There is no Future Land Use Map for this Township.

Norway Township (Maps 5-4, 5-5, 5-10, and 5-11)

- East of the City of Norway in Norway Township there are a few large parcels of land that are currently forested. However, the zoning map identifies these areas as being zoned commercial. Locking-in access rights should be a high priority to prevent creation of many narrow frontage lots on the corridor.
- There is a considerable amount of land zoned residential east of Vulcan that is currently forested. Again locking-in access will be a crucial priority.
- There is no Future Land Use Map for this Township.

Waucedah Township (Maps 5-5, 5-6, 5-11, and 5-12)

- A majority of the land along the US-2/US-141/M-95 corridor is zoned for residential use, however this land is presently almost all forested. Locking-in access is critical, as is carefully planning future subdivision design in this area.
- An area around Waucedah is zoned commercial but is currently forested, residential, upland fields, or other urban uses.
- There is no Future Land Use Map for this Township.

Compatibility of Zoning Ordinance

The Zoning Maps of the six jurisdictions were reviewed for compatibility at the border areas between jurisdictions along US-2/US-141/M-95. Zoning is reviewed at the border to identify any “neighboring” jurisdiction conflicts that can arise when one jurisdiction zones for a more intensive use or conflicting use at a jurisdiction border. Overall, the zoning at borders along the corridor is generally compatible. Generally when one jurisdiction zones residential, the neighboring jurisdiction has zoned residential as well, and the same can be said for commercial. However:

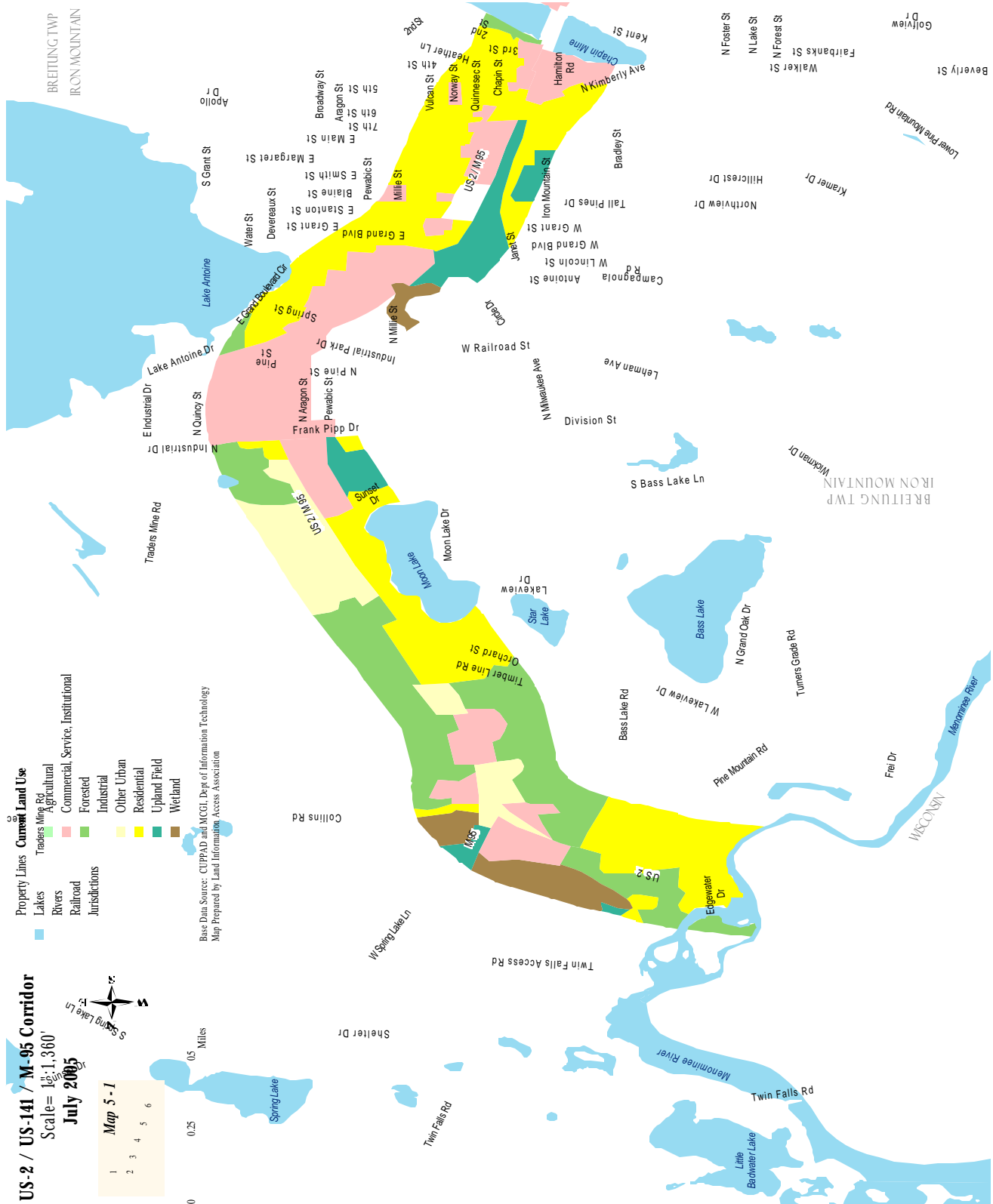
- Breitung Township, Norway Township, Waucedah Township, the cities of Iron Mountain, Norway, and Kingsford all have extensive existing commercial districts along US-2/US-141/M-95. Expansion of “strip” commercial development along the corridor will negatively impact traffic safety and the traffic flow along the corridor unless access is severely restricted and parallel access roads are also built.
- There are a few areas along borders that may not have compatible borders. In most cases these are commercial areas abutting next to residential areas. Buffering between these properties should be strictly required as properties are developed or changed, to reduce noise, light, and other nuisance impacts.

Density and Frontage

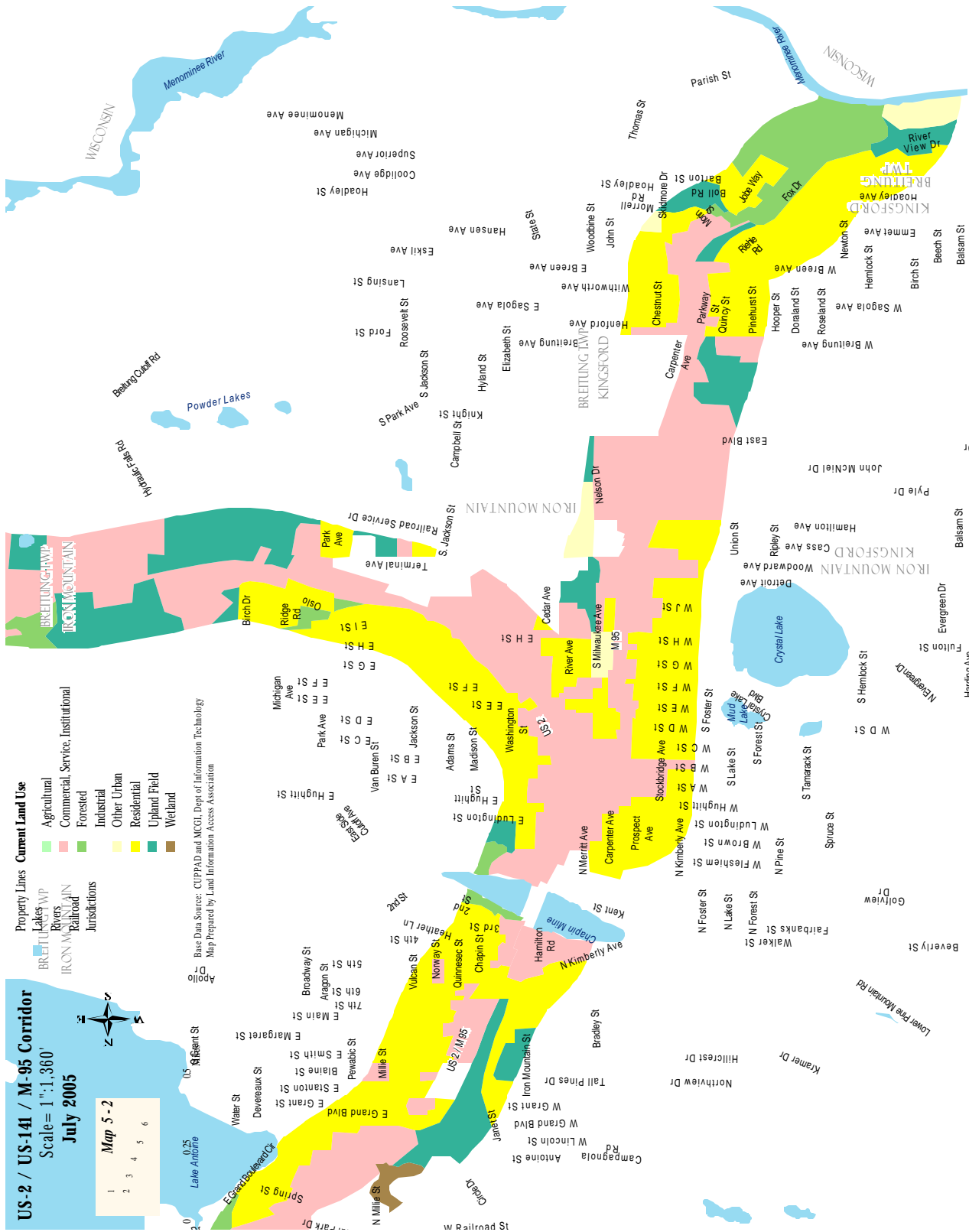
The density of future development and lot widths are particularly important because if numerous lots are allowed on the US-2/US-141/M-95 corridor, more driveways are required to serve those lots. Smaller lot sizes along the corridor can be problematic if all of the lots have separate driveways, because the driveways will be too close to one another for safe access. MDOT can not restrict this, only each jurisdiction can. Typically 350-450 feet are needed between driveways to achieve the proper driveway spacing on a 45-55 MPH road. The minimum lot width standards in the Zoning Ordinance should be enough (at least 300-400 feet) to accommodate these driveway distance separations, or shared driveways need to be required. Refer to Table 5-1 for current zoning lot restrictions in each US-2/US-141/M-95 corridor study area jurisdiction. Other relevant observations follow:

- Densities vary greatly from jurisdiction to jurisdiction and within each jurisdiction. Minimum lot sizes range from 5,000 square feet to 40 acres.
- Minimum lot widths along the corridor range from 50' to 660'.
- The City of Iron Mountain allows the smallest residential, commercial and industrial lots.
- Norway has no minimum lot size requirements for industrial lots and the City of Iron Mountain has no minimum lot size for general business. This is a particularly bad practice along state highways.
- Front yard setbacks on the corridor for all districts are 20-40'. Typically they should be 50'-75' along 55 MPH segments.
- Rear yards allowed along the corridor are 10'-75'.
- Almost all jurisdictions require site plan review for commercial and industrial construction and some require a site plan review for any type of construction. See Table 5-1. Site plan review is essential for successful implementation of access management regulations.

Map 5-1 North Breitung Township and North Iron Mountain

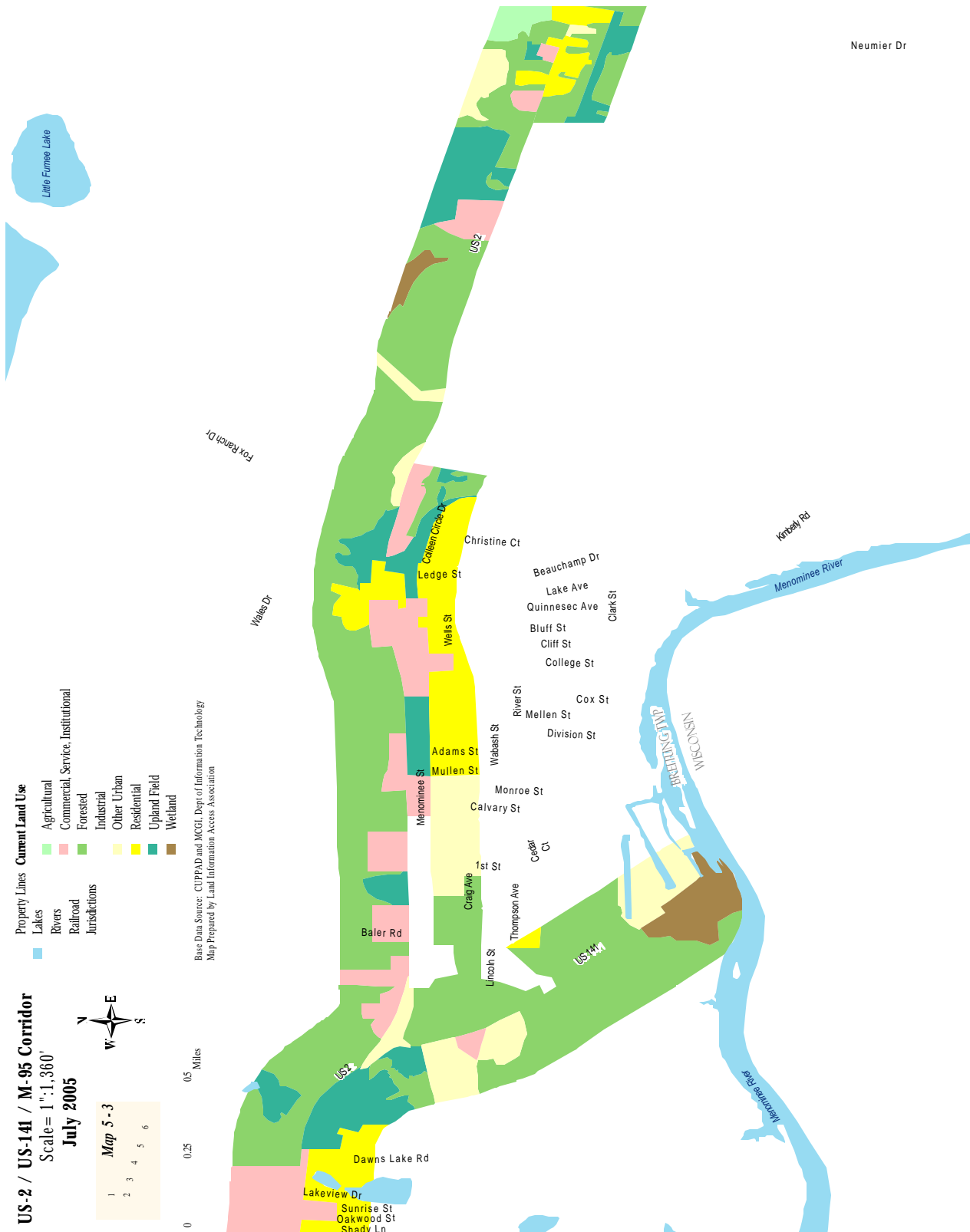


Map 5-2 Iron Mountain and Kingsford Cities and Southwest Breitung Township



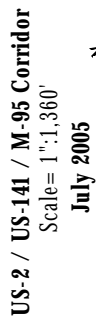
Map 5-2
Iron Mountain & Kingsford Cities & southwest Breitung Twp

Map 5-3 Southeast Breitung Township



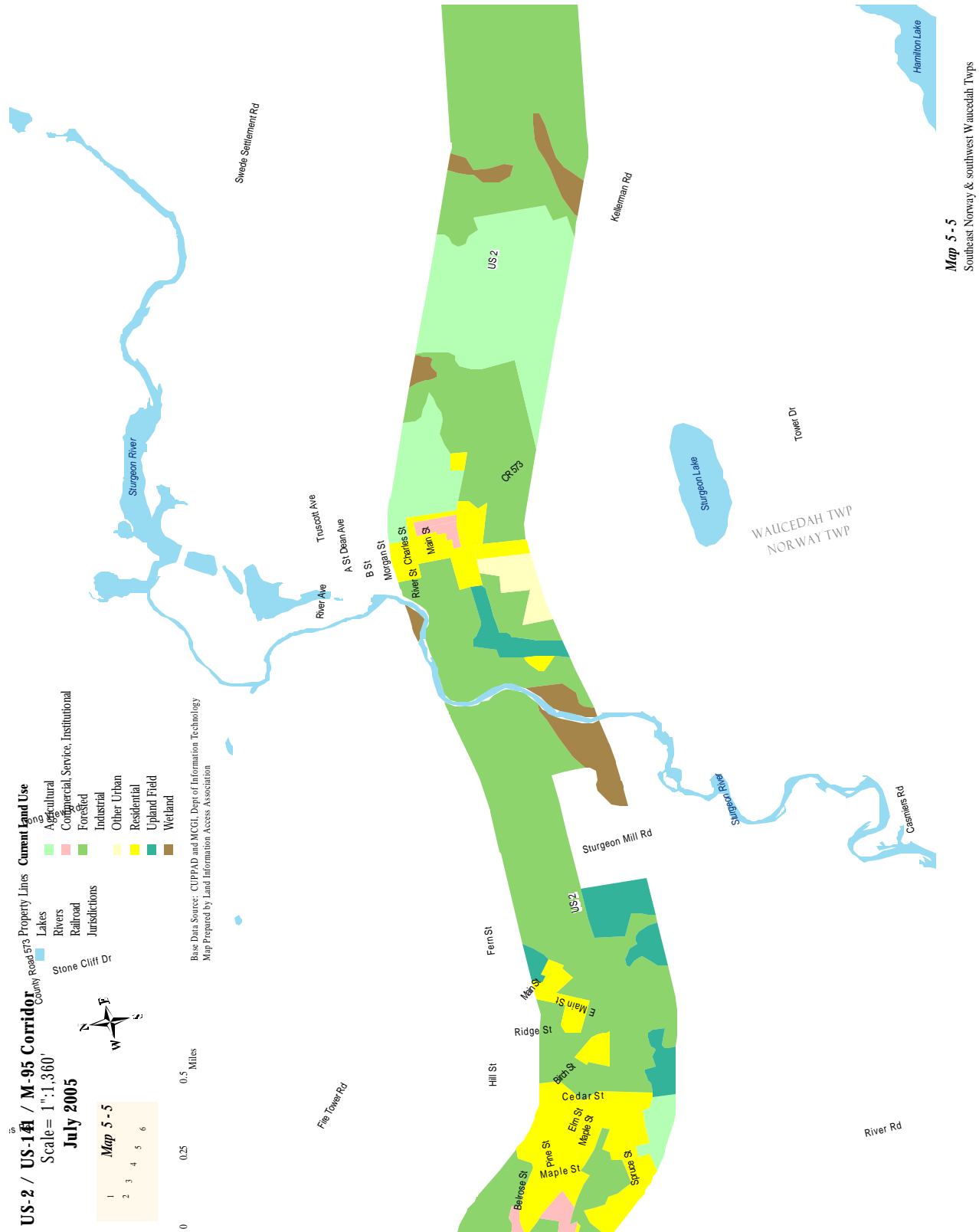
Map 5-3
Southeast Breitung Twp

Map 5-4



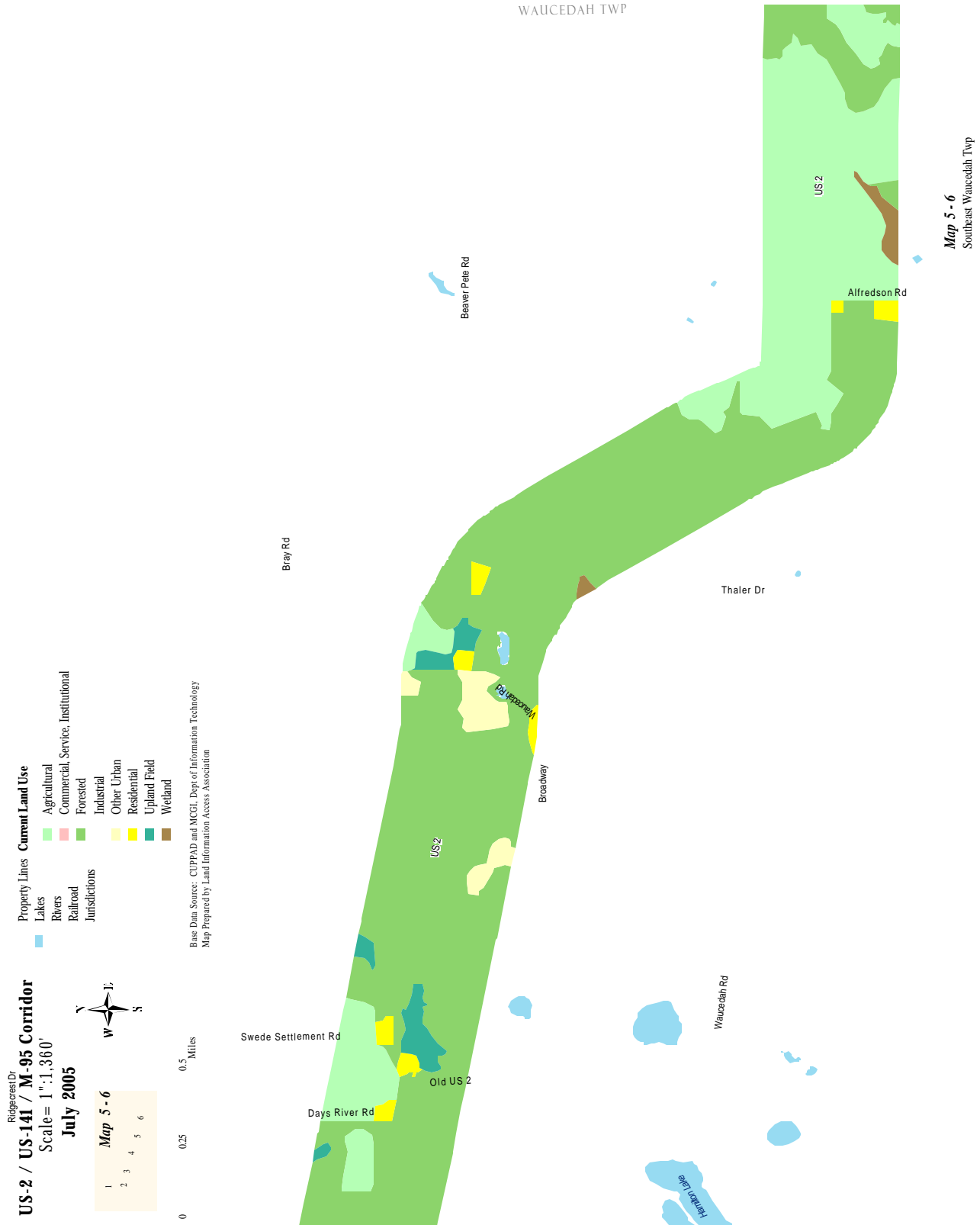
Map 5-4
Norway City & southwest Norway Twp

Map 5-5 Southeast Norway and Southwest Waucedah Townships



Map 5-6 Southeast Waucedah Township

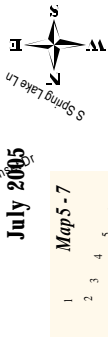
MENOMINEE COUNTY
 WAUCEDAH TWP



US-2 / US-141 / M-95 Corridor

Scale = 1" = 1,360'

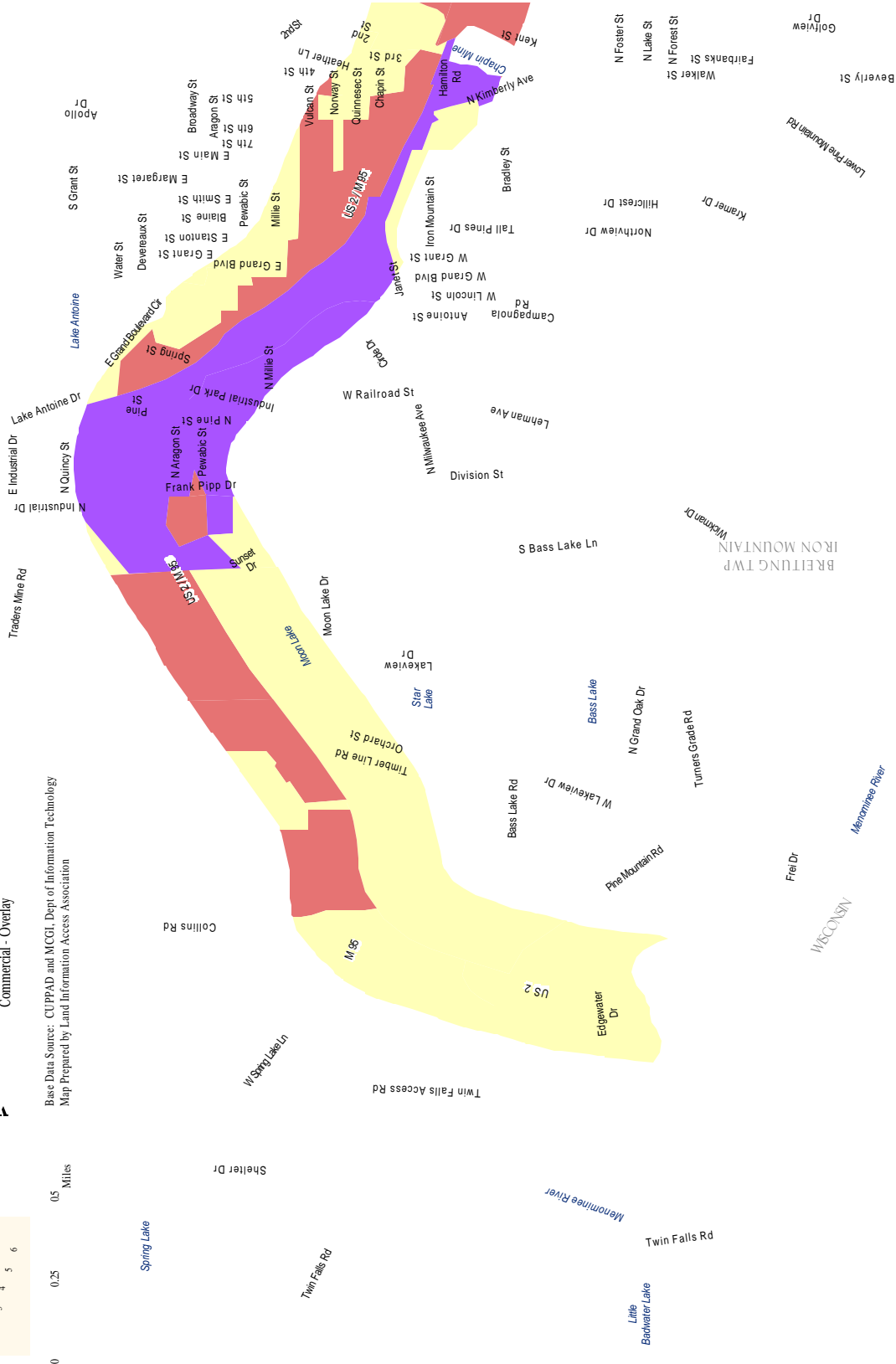
July 2005



- Property Lines**
 Lakes Traders Mine Rd
 Rivers
 Railroad
- Jurisdictions**
 BREITUNG TWP
 IRON MOUNTAIN
- Composite Zoning**
 Commercial
 Industrial
 Other
 Residential
 Resource Production
 Rural Residential
- Commercial - Overlay**

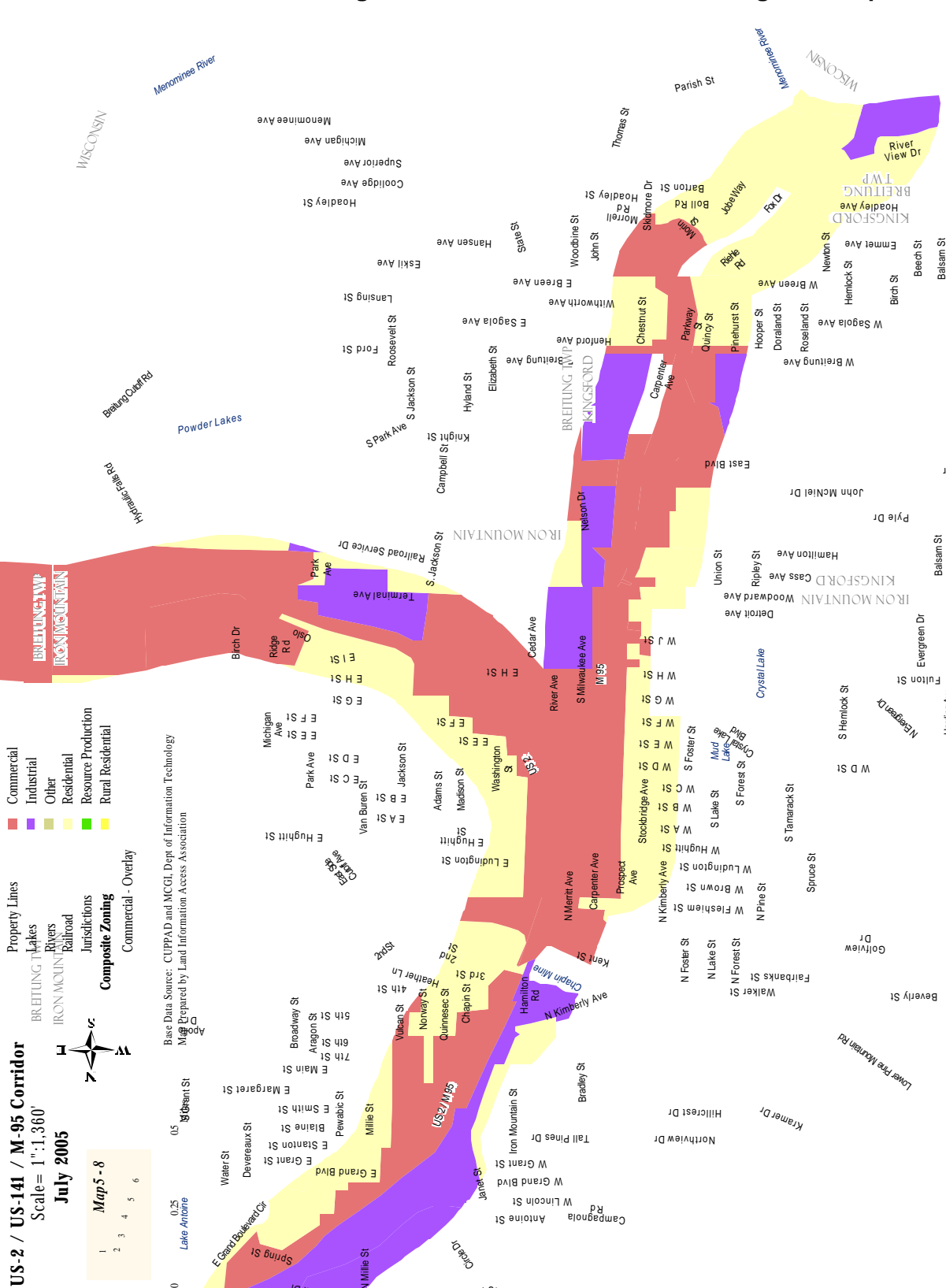
Base Data Source: CUPPAD and MCGI, Dept of Information Technology
 Map Prepared by Land Information Access Association

**Map 5-7
 North Breitung Township and North Iron Mountain**



Map 5 - 7
 North Breitung Twp and north Iron Mountain

Map 5-8



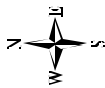
US-2 / US-141 / M-95 Corridor

Scale = 1" = 1,360'

July 2005

1	Map 5 - 9
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3	
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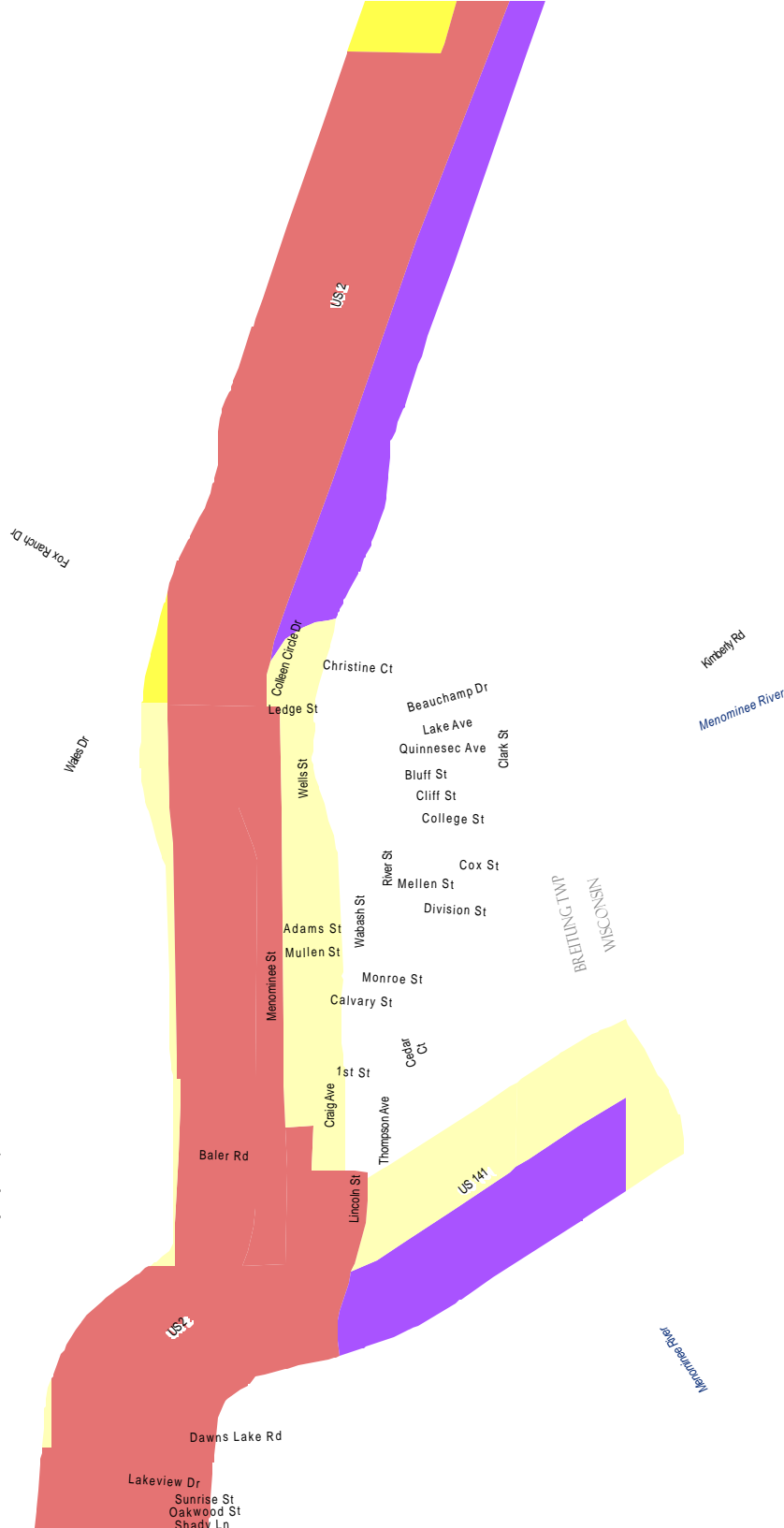
- Property Lines
- Lakes
- Rivers
- Railroad
- Jurisdictions
- Composite Zoning**
- Commercial - Overlay
- Commercial
- Industrial
- Other
- Residential
- Resource Production
- Rural Residential



Base Data Source: CUPPAD and MCGL, Dept of Information Technology
Map Prepared by Land Information Access Association

0 0.25 0.5 Miles

**Map 5-9
Southeast Breitung Township**



Map 5 - 9
Southeast Breitung Twp

US-2 / US-141 / M-95 Corridor

Scale = 1" = 1,360'

July 2005



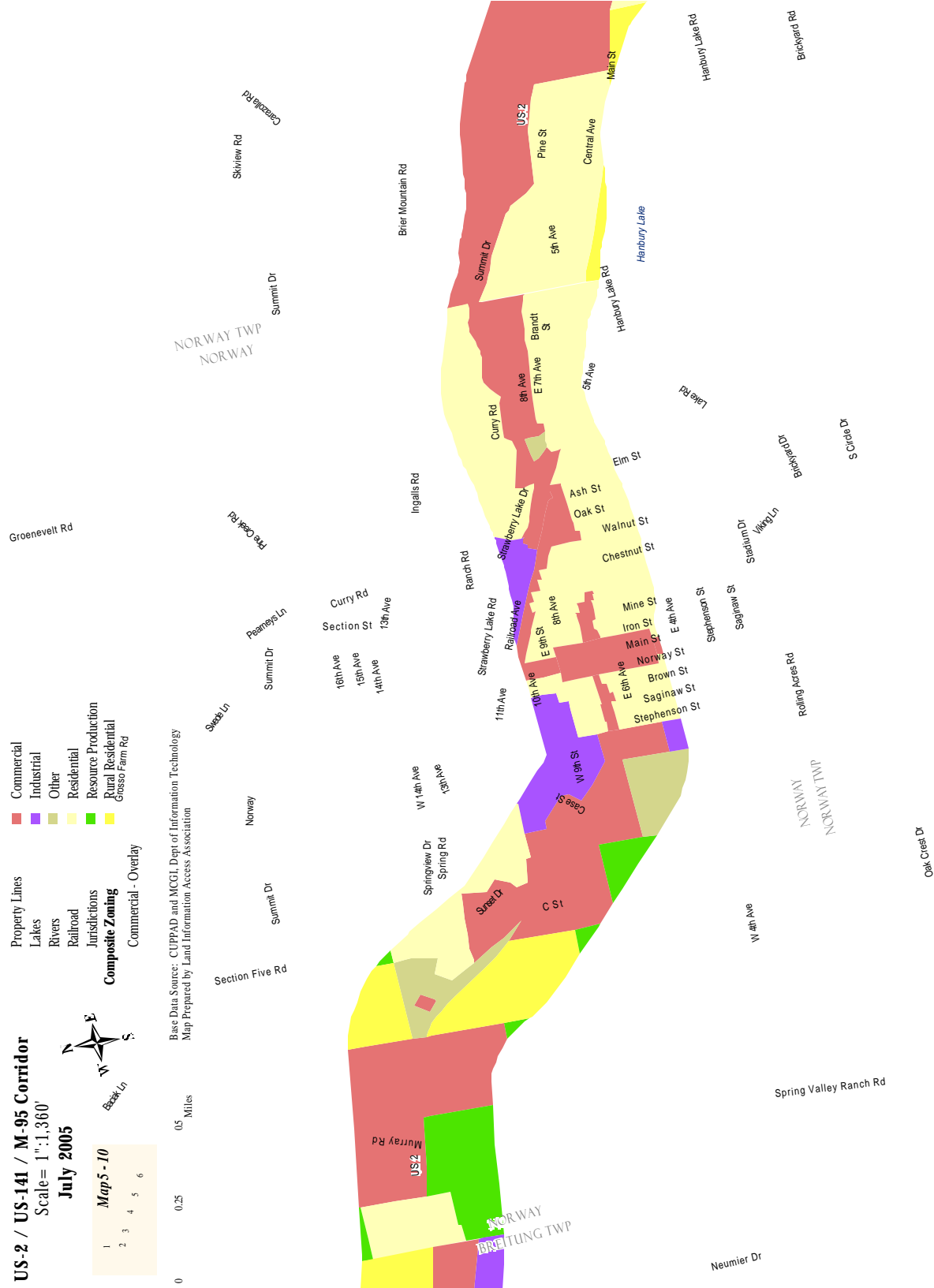
1	Map 5 - 10				
2	3	4	5	6	

- Property Lines
 - Lakes
 - Rivers
 - Railroad
 - Jurisdictions
 - Composite Zoning**
 - Commercial - Overlay
- Commercial
 - Industrial
 - Other
 - Residential
 - Resource Production
 - Rural Residential
 - Gross Farm Rd

Base Data Source: CUPPAD and MCGI, Dept of Information Technology
Map Prepared by Land Information Access Association

0 0.25 0.5 Miles

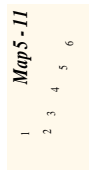
**Map 5-10
Norway City and Southwest Norway Township**



Map 5 - 10
Norway City & southwest Norway Twp

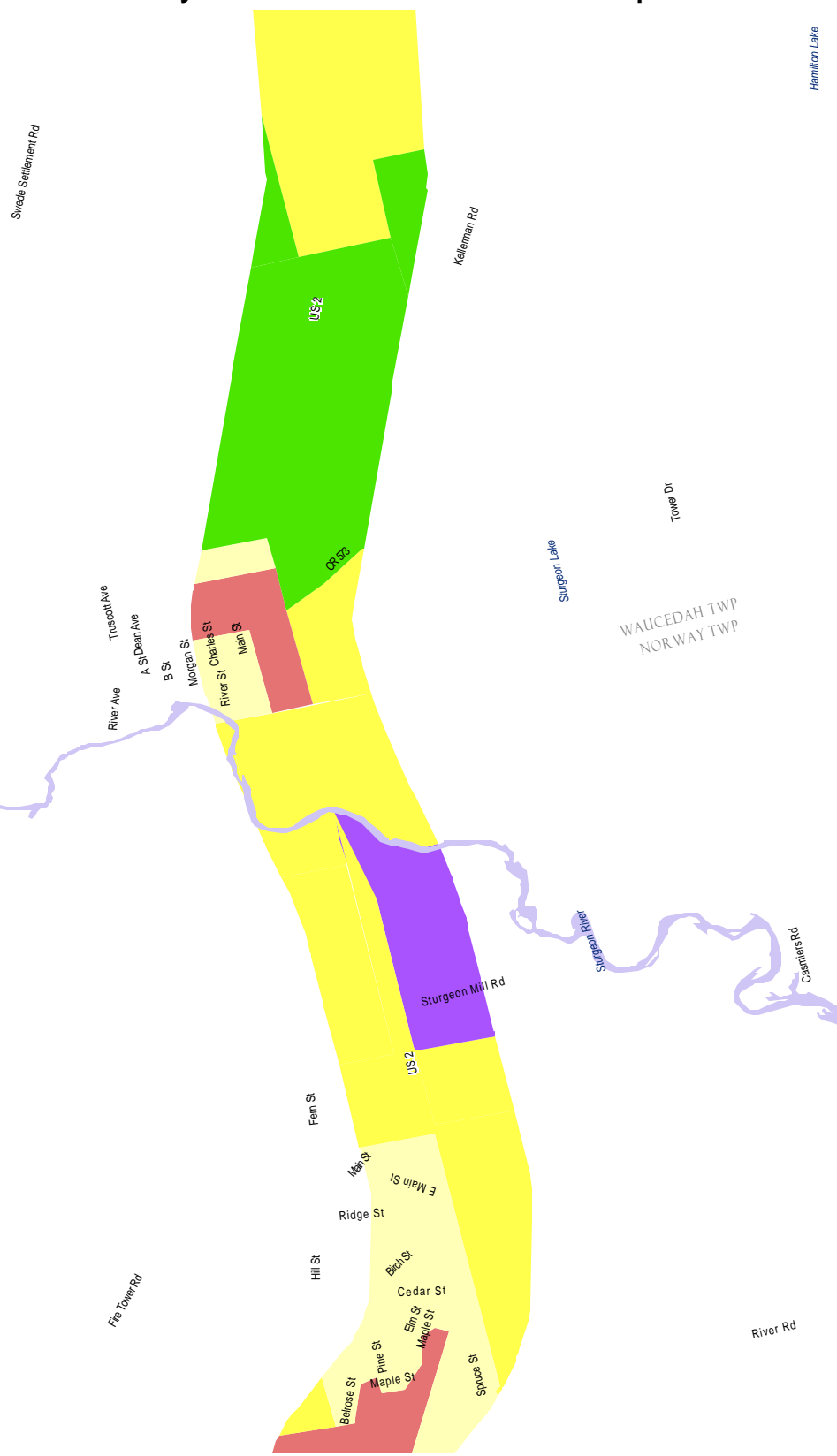
US-2 / US-141 / M-95 Corridor
 Scale = 1" = 1,360'
 July 2005

- Property Lines
 Lakes
 Rivers
 Railroad
 Jurisdictions
 Composite Zoning
 Commercial - Overlay
- Commercial
 Industrial
 Other
 Residential
 Resource Production
 Rural Residential



Base Data Source: CUPPAD and MCGI, Dept of Information Technology
 Map Prepared by Land Information Access Association

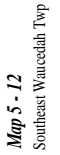
Map 5-11
Southeast Norway and Southwest Waucedah Townships



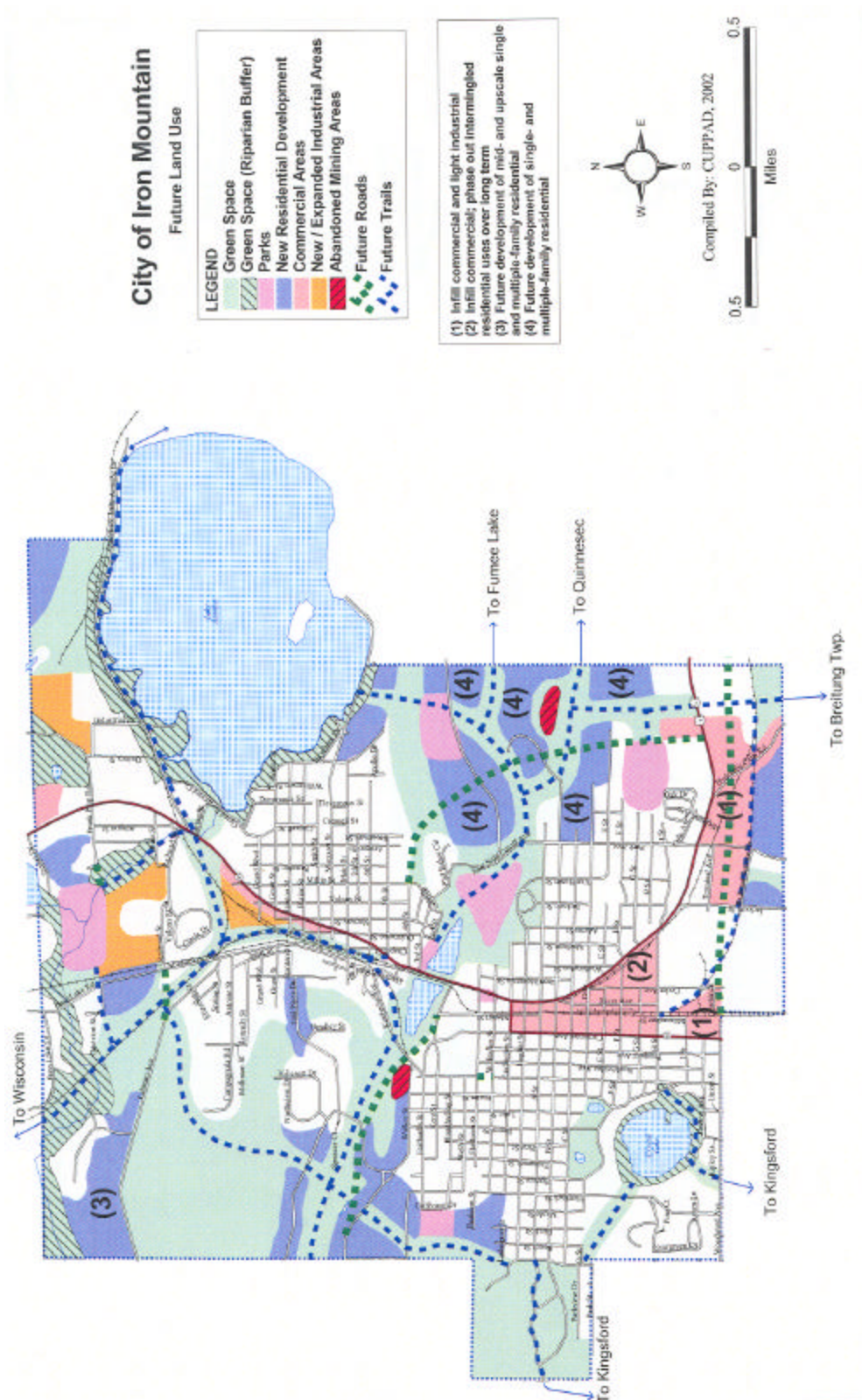
Hamilton Lake

Map 5 - 11
 Southeast Norway & southwest Waucedah Twp

MENOMINEE COUNTY
WAUCEDAH TWP

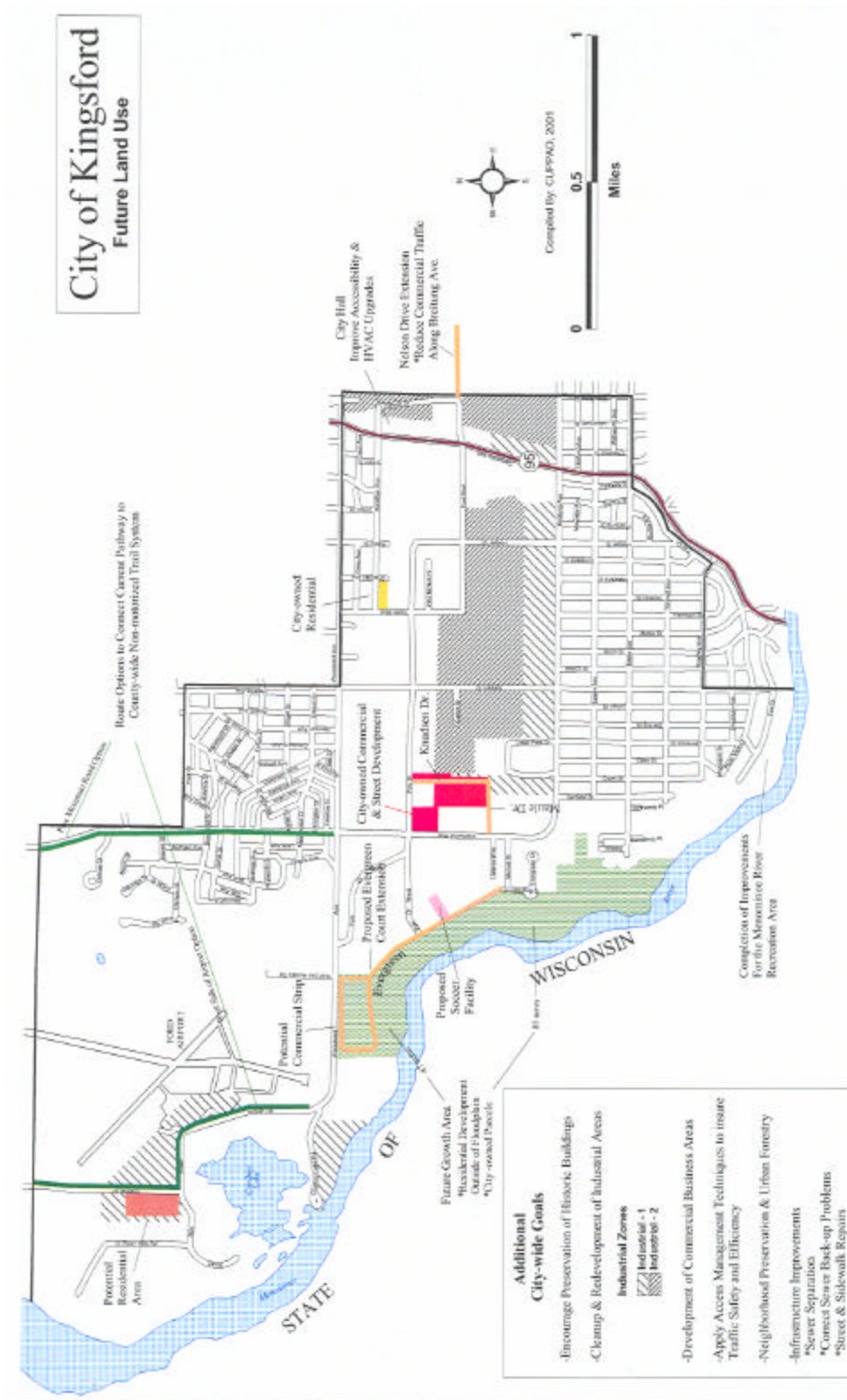


Map 5-13 Iron Mountain Future Land Use Map



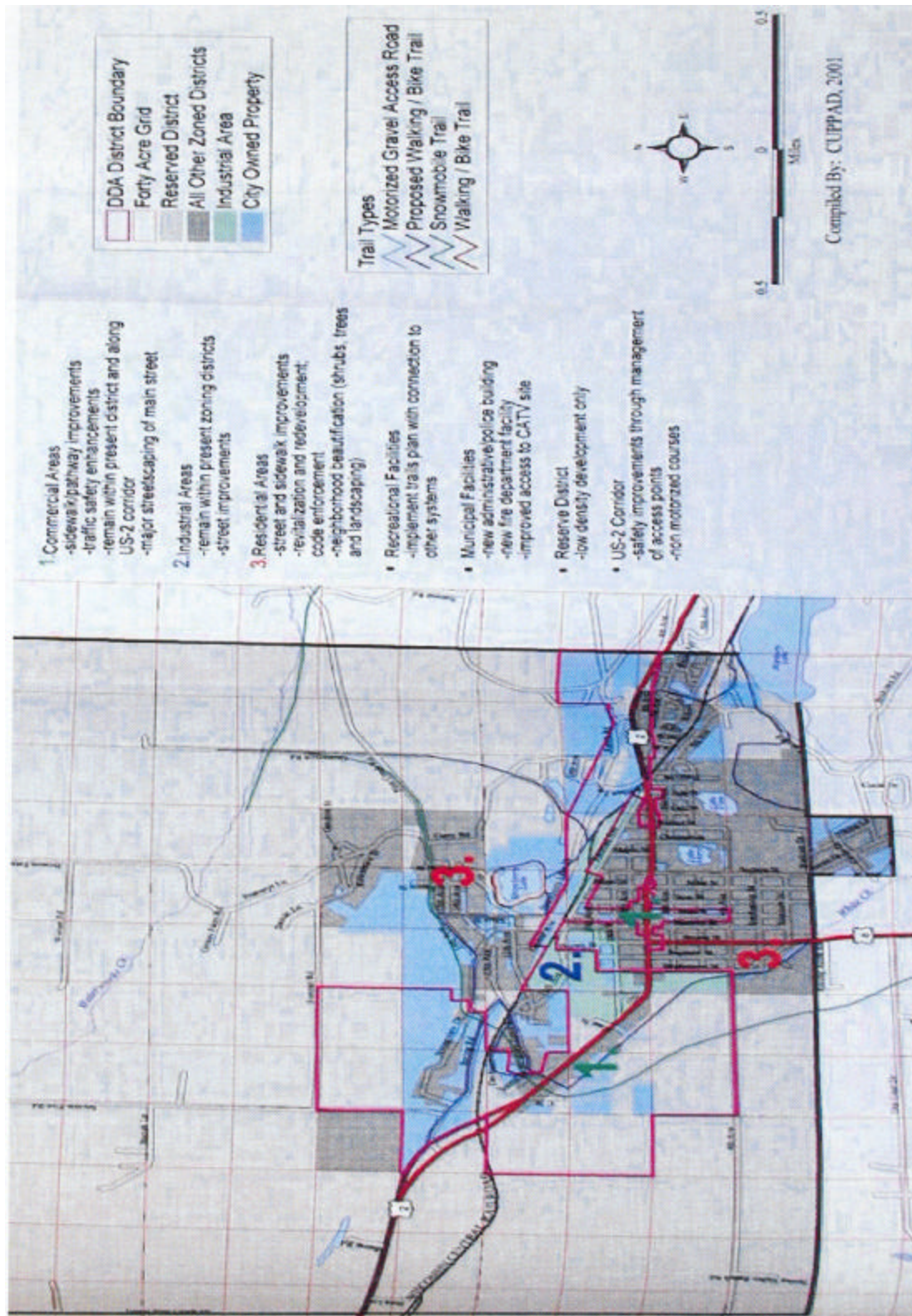
Source: City of Iron Mountain Comprehensive Plan, 2004

Map 5-14 Kingsford Future Land Use Map



Source: Kingsford Comprehensive Plan Update, 2001

Map 5-15 Norway Future Land Use Map



Source: Norway Comprehensive Plan, 2001

Table 5-1
Zoning Comparisons

Municipality	Zoning Districts	Min. Lot Size	Min. Lot Width	Front Setback	Rear Yard	Site Plan Req'd
City of Iron Mountain	R-1 Single Family Residential	9,000 SF	80'	30', or equal to the established setback line of existing homes on that same side of the street within 100'	30'	Generally No ^A
	R-2 Moderate Density Residential	6,000 SF Single Family Detached 7,200 SF Two Family	50' Single Family Detached 60' Two Family	25', or equal to the established setback line of existing homes on that same side of the street within 100'	30' Single Family 40' Two Family	Generally No ^A
	R-3 Multiple Family Residential	6,000 SF Single Family Attached 7,200 SF Two Family 10,000 SF Multiple Family	50' Single Family Detached 100' Single Family Attached 100' Multiple Family	25' for one-two story bldgs. with an additional one foot setback required for each additional one foot the bldg. exceeds 40'	40' with an additional foot for each additional foot the height of the bldg. over 40'	Yes ^A
	O-S Office Service	5,000 SF	50'	30'	10' or 20' when adjacent to a residential district	Yes ^A
	B-1 Neighborhood Business	5,000 SF	50'	20'	10'	Yes ^A
	B-2 General Business	None	None	20' or equal to the minimum distance established by existing buildings within 200'	10' or 20' when adjacent to a residential district	Yes ^A
	I-1 Light Industrial	12,000 SF	100'	25'	10' or 25' when adjacent to a residential district	Yes ^A
	I-2 General Industrial	15,000 SF	100'	25'	10' or 50' when adjacent to a residential district	Yes ^A

Municipality	Zoning Districts	Min. Lot Size	Min. Lot Width	Front Setback	Rear Yard	Site Plan Req'd
	O-R Open Space Conservation	None	None	None	None	Yes ^A
City of Kingsford	R-1A and R-1B One Family Residential	9,000 SF to 6,000 SF	80' 50'	25' 25'	35' 35'	No, except for related nonresidential uses
	R-2 Two Family Residential	6,000 SF	25'	25'	35'	No, except for related nonresidential uses
	RM-1 Multiple Family Residential	5,000 SF	None	25'	35'	Yes, where abutting a residential district, main thoroughfare or collector street.
	O-S Office Service	None	None	20'	20'	Yes, where abutting a residential district, main thoroughfare or collector street
	B-1 Community Business	None	None	60'	10'	Yes, where abutting a residential district, main thoroughfare or collector street
	B-2 General Business	None	None	30'	None	Yes, where abutting a residential district, main thoroughfare or collector street
	I-1 Industrial	None	None	60'	None	Yes, where abutting a residential district, main thoroughfare or collector street
	I-2 General Industrial	None	None	30'	None	Yes
	RSV Reserve	None	None	None	None	Yes
City of Norway	R-1 Residential One District	6,000 SF	50'	25'	20'	No
	R-2 Residential Two District	15,000 SF	100'	25'	35'	No

Municipality	Zoning Districts	Min. Lot Size	Min. Lot Width	Front Setback	Rear Yard	Site Plan Req'd
	RR Rural Residential	5 Acres	300'	50'	50'	No
	RP Resource Production District	10 Acres	300'	50'	50'	No
	B-1 Essential Business District	6,000 SF	50'	10' ^K	20'	Yes
	B-2 Central Business District	6,000 SF	50'	10' ^K	20'	Yes
	B-3 General Business District	10,000 SF	100'	50' / 30' ^L	20'	Yes
	I-1 Industrial One District	20,000 SF	150'	50' / 30' ^L	30'	Yes
	I-2 Industrial Two District	1 Acre	150'	50' / 30' ^L	30'	Yes
	P Park District	None	None	25'	25'	Yes
Breitung Township	R-1 Residential	20,000 SF	100'	30'	10' ^B	Yes
	RR-1 Rural Residential One	1 Acre	150'	40'	30' ^C	Yes
	RR-2 Rural Residential Two	5 Acres	300'	40'	30' ^C	Yes
	LS/R Lake Shore and River	30,000 SF	150'	40'	75' ^D	Yes
	SP Scenic Preservation	10 Acres	300'	40'	35' ^E	Yes
	RP Resource Production	10 Acres	300'	40'	30'	Yes
	C-1 General Retail	20,000 SF	100'	30'	30'	Yes
	C-2 Commercial/Light Industrial	20,000 SF	100'	30'	30'	Yes
	I Industrial	1 Acre	150'	40'	20'	Yes
Norway Township	R-1 Residential One	20,000 SF	100'	30'	35'	No ^F

Municipality	Zoning Districts	Min. Lot Size	Min. Lot Width	Front Setback	Rear Yard	Site Plan Req'd
	R-2 Residential Two	20,000 SF	100'	30'	25'	No ^F
	RR Rural Residential	1 Acre	100'	30'	30'	No ^F
	AP Agricultural Production	1 Acre	100'	30'	30'	No ^F
	TP Timber Production	5 Acres	300'	30'	30'	No ^F
	RP Resource Production	5 Acres	300'	30'	30'	No ^F
	PL Public Land	None	None	None	None	Yes ^F
	TD Town District	20,000 SF	100'	30'	20'	Yes ^F
	I Industrial	None	None	40'	20'	Yes ^F
Waucedah Township	R Residential	20,000 SF	100'	30'	35' ^J	No
	R-2 Residential Two	2 Acres	200'	30'	30'	No
	RR-5 Rural Residential	5 Acres	300'	30'	30'	No
	LS/R Lake Shore/River	20,000 SF	100'	30'	30'	No
	SR Scenic Resource	None	None	None	None	No
	AP-20 Agricultural Production	20 Acres ^{G,H}	470'	30'	30'	No
	RP-10 Resource Production Ten	10 Acres ^H	300'	30'	30'	No
	RP-20 Resource Production Twenty	20 Acres ^H	470'	30'	30'	No
	TP-40 Timber Production	40 Acres ^H	660'	30'	30'	No
	TD Town Development	20,000 SF ^I	100'	30'	35'	Yes

Source: City of Iron Mountain Zoning Ordinance, City of Norway Zoning Ordinance, 2004, Charter Township of Breitung Zoning Ordinance, 1993, Norway Township Zoning Ordinance, Waucedah Township Zoning Ordinance

NOTES:

- A. Site plan review approval is required for these uses requiring special use permit review, as specified and for all land uses, except single-family detached dwellings, two-family dwellings and nonresidential uses requiring less than five parking spaces.
- B. An accessory building or structure may be located 6 feet from rear lot line.
- C. An accessory building or structure may be located 20 feet from a rear lot line
- D. Customary accessory buildings or structures may be located 30' from a rear (waterside) lot line. Where the property abuts a water course or a body of water, the waterside is the rear lot line.
- E. Customary accessory buildings or structures may be located 30' from a rear (waterside) lot line. Where the property abuts a water course or a body of water, the waterside is the rear lot line. Where property abuts a water course or body of water, the rear setback shall be 250'.
- F. No site plan is required for single-family dwellings, two-family dwellings, mobile homes on individual lots, and agricultural buildings.
- G. The minimum lot size may be reduced to one acre by application for and issuance of a Conditional Use Permit meeting the standards set out in Sec. 312 (D) and Sec. 704. The minimum lot width shall be 150 feet.
- H. The determination of lot size when adjoining a road shall be made as if the road was a part of the lot in question. For example, a 20 acre parcel fronting on a road will lose approximately one-half acre in the road right-of-way. This will then take the parcel size 19.5 acres, however, it will still conform to the 20 acre minimum lot size requirement.
- I. The minimum landscaped open space ratio shall be twenty-five (25) percent in the Town Development District.
- J. An accessory building or structure may be located twenty (20) feet from a rear lot line.
- K. If more than 50% of the structures in the same block on the same side of the street are at different front setback line, then other structures may be built at the average setback line of the majority of structures on the block.
- L. Where parking is in the front, the front setback shall be a minimum of 50 feet; where the parking is in the rear or side yard, the front setback shall be a minimum of 30 feet.

Sign Requirements

Sign requirements were also examined in each jurisdiction. See Table 5-2 for the comparison information between jurisdictions. Particularly important to roadway function is the setback of signs out of the right-of-way and the consolidation of signs to minimize driver confusion. Other observations include:

- There are setback requirements for signs in most of the jurisdictions. 10-50' setback from ROW line is the typical range.
- Some jurisdictions have regulations allowing larger signs if setback further from the road.
- Some jurisdictions have different sign regulations for the different districts.

Parking Lot and Driveway Requirements

Parking lot requirements were examined in each jurisdiction for their relevance to access management. See Table 5-2 for the comparison information between jurisdictions. No jurisdictions regulate the allowable distance to another driveway or to an intersecting road. However, restrictions on driveways will be covered within the recommended local access management ordinances.

Landscaping Requirements

Landscaping requirements were examined in each jurisdiction for relevance to access management. See Table 5-3 for the comparison information between jurisdictions. Landscaping was considered as a part of the zoning analysis for improved corridor aesthetics.

- Over half of the communities along the corridor have landscaping requirements either within specific zoning districts, or as a separate element within their zoning ordinance.
- Parking lot landscaping is addressed in several zoning ordinances. See Table 5-3 for specific information from each jurisdiction's zoning ordinance.

Lighting Requirements

Lighting requirements were examined in each jurisdiction for relevance to access management. See Table 5-3 for the comparison information between jurisdictions. Lighting was considered as a part of the analysis for improved safety and aesthetics.

- Lighting was not a provision within many of the ordinances.
- Sign lighting was regulated in half of the jurisdictions.

Access Management Requirements

The US-2/US-141/M-95 Corridor Advisory Committee agreed to adapt the MDOT sample Access Management Ordinances to fit local conditions along the corridor study area in 2004. The Committee drew from three "Sample Access Management Ordinances" that were developed within MDOT's, **Reducing Traffic Congestion and Improving Traffic Safety in Michigan Communities: The Access Management Guidebook** for each jurisdiction. All of the jurisdictions along US-2/US-141/M-95 have committed to adding access management provisions via a new Highway Overlay Zone in their zoning ordinance. This process of ordinance adoption is expected to be complete during the winter of 2006. See Table 5-3 for the current status of access management regulations in the study communities.

Some of the jurisdictions along the corridor are considering adopting access management regulations in a manner that makes them applicable to all arterials in the

community, not just US-2/US-141/M-95. This is common in other parts of the state as the safety benefits of access management regulations certainly deserve to be achieved along county primary roads and major city streets as much as they do along a state highway. If this is done, the sample access management ordinance in Appendix B needs to be modified to accommodate the additional arterials.

Table 5-2
Sign and Parking Requirements

Municipality	Minimum Sign Setback	How Measuring Setback?	Temporary Signs	Comments on Signs	Parking Lot Setback
City of Iron Mountain	Prohibited in ROW and Public Easements (Residential District) 10' from ROW or Front Property Line (General Business District) 25' (Industrial District)	From ROW	Yes	Restrictions on sign sizes vary per district	No
City of Kingsford	<ul style="list-style-type: none"> May not locate in, project into, or overhang the public ROW or easement without special approval. No freestanding signs or pylons within 100' of a residential district and no billboards within 200' of a residential district. No sign exceeding 2' in height shall be permitted within the triangular area formed at the intersection of any street ROW lines by a straight line drawn between ROW at a distance along each line 25' from their point of intersection 	From ROW	Yes, in front yard not ROW	<ul style="list-style-type: none"> Restriction vary per district Larger signs may be permitted with deeper setbacks 	<ul style="list-style-type: none"> Not within front or side yard setback unless otherwise provided for in ordinance Entrance and exits to parking lots shall be a minimum of 25' from adjacent single family property
City of Norway	A minimum of 5' when the road right-of-way width from the centerline of the road to the property is less than 50', or located at the lot line when the road right-of-way width from the centerline of the road to the property is greater than 50'	From ROW	Yes		No

Municipality	Minimum Sign Setback	How Measuring Setback?	Temporary Signs	Comments on Signs	Parking Lot Setback
Breitung Township	Not in the ROW and not to interfere with traffic (Residential District) 5' when ROW width from the centerline of the road is less than 50' or on the lot line when the width from the centerline of the road is more that 50' (Retail/Commercial/Light Industrial District) (40' for Industrial District)	From ROW	Yes	Not applicable	No
Norway Township	No	No	No		No
Waucedah Township	Not in ROW and not to interfere with traffic (Residential District) 5' when ROW width from the centerline of the road is less than 50' or on the lot line when the width from the centerline of the road is more that 50' (Town Development District)	From ROW	Yes		No

Source: City of Iron Mountain Zoning Ordinance, City of Norway Zoning Ordinance, 2004, Charter Township of Breitung Zoning Ordinance, 1993, Norway Township Zoning Ordinance, Waucedah Township Zoning Ordinance

Table 5-3
Access Management, Landscaping and Lighting Regulations

Municipality	Adopted Access Management Regulations?	Lighting	Landscaping
City of Iron Mountain	No	For sign illumination and parking lots	Yes, parking lot landscaping requirements
City of Kingsford	No	For sign illumination	<ul style="list-style-type: none"> • Plant materials in greenbelts • Lists prohibited species
City of Norway	No	For sign illumination	Yes, required planting screens (with specifications-spacing of plantings)
Breitung Township	No	For sign illumination	Yes, required planting screens (with specifications-spacing of plantings), parking lot landscaping requirements
Norway Township	No	No	No
Waucedah Township	No	For sign illumination	Yes, required planting screens

Source: City of Iron Mountain Zoning Ordinance, City of Norway Zoning Ordinance, 2004, Charter Township of Breitung Zoning Ordinance, 1993, Norway Township Zoning Ordinance, Waucedah Township Zoning Ordinance

RECOMMENDATIONS

Planning and Zoning

The jurisdictions without current Comprehensive or Master Plans should prepare or update the Plans within the next few years. Jurisdictions without any Future Land Use Map should incorporate one when next updating the Comprehensive Plan. Appendix C includes sample master plan amendment language to adopt this Plan by reference as part of the Master Plan. The US-2/US-141/M-95 Corridor Advisory Committee should review new Comprehensive Plans before adoption to assure that the US-2/US-141/M-95 corridor function is protected and preserved in a manner that is consistent with this Plan. See also the section on coordinated permit reviews beginning on page 6-4.

The primary zoning recommendation for each jurisdiction is to seriously reconsider the amount of commercial zoning directly adjacent the corridor as much more is planned than can be absorbed in the next 20 years. It is much better to plan commercial nodes rather than commercial strips as there is far less negative impact on the highway providing access and greater opportunities for efficient transit. Jurisdictions should consider that the regional commercial uses can be accommodated within existing downtowns or adjacent and behind (away from the highway) existing commercial development. Also before rezoning more land for commercial development, keep in mind that any new commercial development may pull market share from the already existing businesses within neighboring jurisdictions making existing commercial areas less viable. A lower intensity zoning like forestry or resource production is a much better classification for undeveloped land along the rural segments of US-2/US-141/M-95.

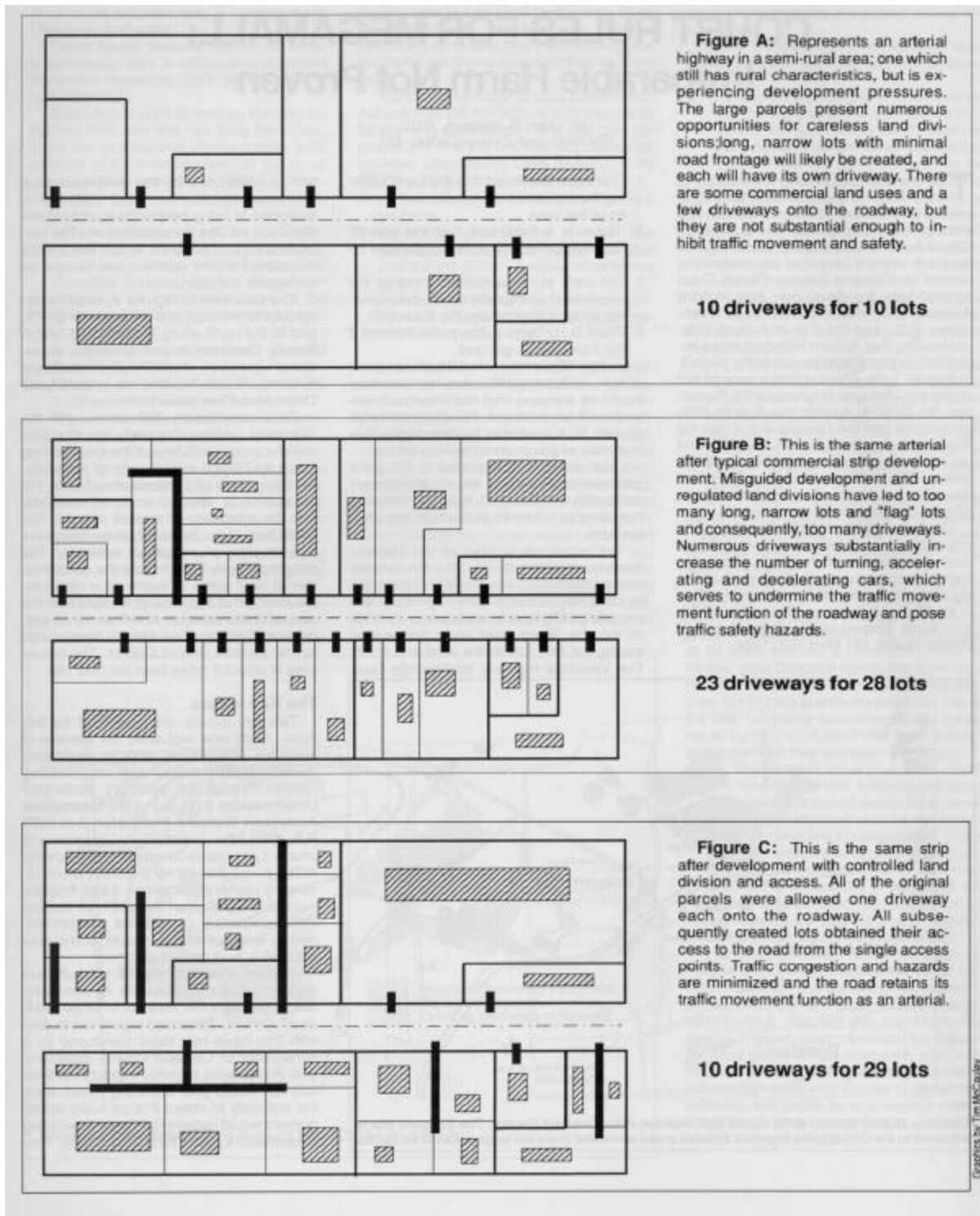
Access Management

Limit the Number of Driveways

One of the most effective ways to prevent a proliferation of new driveways is to limit the number of new access points to existing parcels before extensive land division occurs. This is most effective in suburban and rural areas before large parcels are fragmented into many smaller ones. There are several areas along US-2/US-141/M-95 that have not fully developed yet, and should take advantage of this technique. It is accomplished by adding a short provision to the zoning ordinance that effectively limits to one, all future driveways in the area identified. As smaller lots are created, common driveways, access easements, or service drives are required to provide access to any new parcels. This is referred to as “locking-in” driveways. See Figure 5-1.

Proliferation of driveways along an arterial is a major access management problem. This occurs most often in areas with many narrow lots. Thus it is important to prevent the creation of narrow lots, or to provide an alternative means of access to them. If it is inappropriate in an area to require wide lots, then narrow lots should be required to have access by means of a frontage road, rear service drive, or other forms of shared access. If there are double frontage lots, they should be permitted access only from a service drive or a local street, rather than from the arterial.

Figure 5-1
Limit the Number of Driveways by “Locking In” Driveways



Source: McCauley, Tim, “Preventing Commercial Driveways in Strip Commercial Areas”, *Planning and Zoning News*, September 1990.

The Land Division Act (PA 288 of 1967) requires that new lots not exceed a depth of four times the width, unless otherwise permitted by a local government. However, one place where deep lots are beneficial is along major arterials, because of the potential that is provided for front or rear access roads and for deep building setbacks. They also provide room for a buffer from abutting residential property. Deep lots are advantageous if the possibility exists for future road widening. Right-of-way acquisition is often impractical or very expensive if lots are shallow or buildings are located close to the roadway.

Jurisdictions along the US-2/US-141/M-95 corridor that have not adopted an Access Management Ordinance should do so based on the sample ordinance in Appendix B of this Plan. However, lot requirements along US-2/US-141/M-95 may need to be altered within the jurisdictions' Zoning Ordinance to preserve the current and future function of the roadway. At least 330-400 feet are optimal in rural areas where roadway speeds are 55 MPH. However, current lot patterns often result in a decision to use 300 feet as the lot width.

Lot Requirements

Minimum lot widths along US-2/US-141/M-95 should be revised, particularly in areas that have not yet developed. Use Tables 3-1 and 4-1 in Chapters 3 and 4 to set appropriate minimum lot widths that provide enough width for appropriate distance between driveways. Lot widths can be less than 300 feet if there is shared access, connected parking lots, frontage roads and/or rear service drives, but this needs to be provided in the ordinance (the sample ordinance in Appendix B does).

Building setbacks should also be more uniform throughout the corridor. Larger setbacks provide space if future expansion of the roadway occurs. At least 50 feet from the right-of-way is needed.

Aesthetics

Landscaping

Most of the jurisdictions along the corridor already have provisions within their ordinances for landscaping. See Table 5-3. However, to give the US-2/US-141/M-95 corridor a more uniform appearance, common landscaping guidelines, could be agreed to by the US-2/US-141/M-95 Corridor Advisory Committee. The Committee could draft uniform landscaping requirements that require landscaping in parking lots and between different land uses. The guidelines would include providing the proper setback from US-2/US-141/M-95 to assure that proper sight distance for driveways and intersections is maintained.

Also included in the landscaping guidelines could be the appropriate street trees and plantings to use along the US-2/US-141/M-95 Corridor. Any plantings and trees would need to be salt tolerant species. The Committee could identify a "theme" for the species, such as a specific type of evergreen or bush. This could be planted along the entire corridor to provide a uniform landscape. Most jurisdictions currently list accepted trees within their landscaping plan; these trees include Scotch Pine, Spruce, Jack Pine, Oak, etc.

Signs

Several jurisdictions along US-2/US-141/M-95 have provisions for signs. See Table 5-2. Sign aesthetics are already addressed in many of these zoning provisions; however, a

more uniform approach along the corridor for private signs may, over time, enhance the visual quality of the corridor and reduce driver confusion.

Uniform aesthetic guidelines could include private sign provisions that might call for more “cluster” signs that group together several businesses signs rather than having individual signs for every business. See Figure 3-3 in Chapter 3 for an illustration of this technique. Uniform signs along the corridor could provide a much more pleasing scene for drivers.

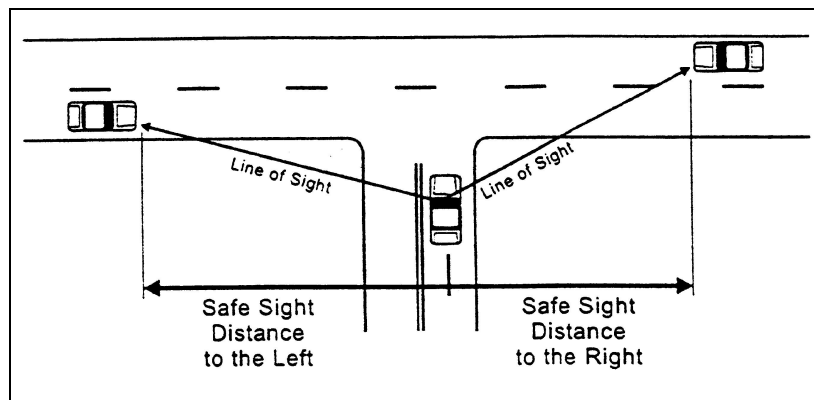
Lighting

Few of the jurisdictions along the US-2/US-141/M-95 corridor have lighting provisions within their zoning ordinance. See Table 5-3. Uniform lighting options might be included as part of US-2/US-141/M-95 aesthetic guidelines. The lighting might include decorative roadway lighting to enhance the road's visual appeal and pedestrian scale lighting to be implemented in downtown areas in conjunction with sidewalk improvements.

Clear View Triangles

The City of Iron Mountain has adopted “Clear View Triangles” at intersections, which restrict private signs and landscaping to 30 feet from the intersection. It creates a triangle of clear vision that helps motorists sight distance at intersections. Figure 5-2 illustrates the idea. This concept should be included in the zoning ordinances of other jurisdictions along the corridor. It is included in the sample ordinance in Appendix B.

Figure 5-2
Sight Distance at Intersection



Source: National Highway Institute Course No. 15255, *Access Management, Location and Design*, April 1998, p. 3-37.